APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB04D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF FOREST PARK CODE# 061-27706

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 01 / 99

CONTACT: JOHN L. EISENMANN, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL jeisenmann@cds-assoc.com

PROJECT NAME: NORTHLAND BOULEVARD REPAIR AND RESURFACING

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $185.200.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 463,000.00 FUNDING REQUESTED:$ 185,200.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 185,200.00 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
X State Capital Improvement Program ___Small Government Program
Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 420,937.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 42,063.00	
g.) TOTAL ESTIMATED COSTS:		$ 463,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 231,500.00	50%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2000)	$ 46,300.00	10%
	SUBTOTAL LOCAL RESOURCES:	$ 277,800.00	60%
d.)	OPWC Funds		
	1. Grant	$ 185,200.00	40%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 185,200.00	40%
e.)	TOTAL FINANCIAL RESOURCES:	$ 463,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: NORTHLAND BOULEVARD REPAIR AND RESURFACING

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

From West Sharon Road east to Waycross Road, City of Forest Park, Hamilton County, Ohio.

PROJECT ZIP CODE: 45240

B: PROJECT COMPONENTS:

Grind existing asphalt surface to concrete base. Make partial and/or full depth pavement repairs of failed concrete joints. Repair deteriorated sections of concrete curb and reconstruct existing catch basins from existing concrete base grade to the new asphalt surface grade. Add curb ramps, resurface with 2.5" of 403/404, and use full width SAMI to control reflective cracking.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Existing concrete base roadway with asphalt surface. Four lane divided roadway with two lanes in each direction (25' wide from back to back of curb in each direction). Grass median is 25' wide with paved crossovers at most driveways (residential). The length is 3,000 LF (0.55 miles).

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

The existing roadway dimensions will not be altered by this project. The roadway currently has adequate lane capacity as a four lane divided roadway (two lanes each direction), with left turn lanes at West Sharon Road and Waycross Road. The project design as proposed is anticipated to serve future demand through it's 15-20 year Useful Life without lane widening.

Road or Bridge: Current ADT 11,744 Year: 1998 Projected ADT: 12,300 Year: 2000

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 15 Years - Roadway

20 Years - Curb

50 Years - Storm Sewer Repairs

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 463,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ .00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	09 / 20 / 99	12 / 15 / 99
4.2	**Bid Advertisement and Award:**	06 / 26 / 00	07 / 28 / 00
4.3	**Construction:**	09 / 04 / 00	06 / 09 / 01
4.4	**Right-of-Way/Land Acquisition:**	/ N/A /	/ N/A /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Mr. Ray Hodges
TITLE	City Manager
STREET	City of Forest Park
	1201 West Kemper Road
CITY/ZIP	City of Forest Park, Ohio 45240
PHONE	(513) 595-5200
FAX	(513) 595-5285
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	Ms. Elaine A. Stookey
TITLE	Director of Finance
STREET	City of Forest Park
	1201 West Kemper Road
CITY/ZIP	City of Forest Park, Ohio 45240
PHONE	(513) 595-5200
FAX	(513) 595-5285
E-MAIL	

5.3 PROJECT MANAGER

	Mr. John L. Eisenmann, P.E., P.S.
TITLE	City Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	Jeisenmann@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Ray Hodges, City Manager

Certifying Representative (Type or Print Name and Title)

Ray W. Hodges 9-20-99

Signature/Date Signed

CDS Associates, Inc.

Date: 9/1/99

Project: NORTHLAND BOULEVARD REPAIR & RESURFACING
PRELIMINARY OPINION OF CONSTRUCTION COST Project #: 99006-11 SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	251	Partial Depth Pavement Repair	250	SY	$30.00	$7,500.00
2	254	Pavement Planing, Bituminous	20,570	SY	$1.50	$30,855.00
3	255	Full Depth Rigid Pavement Repair	1,500	SY	$70.00	$105,000.00
4	403	1" Asphalt Concrete Leveling Course	580	CY	$70.00	$40,600.00
5	SPL	1/2" Stress Absorbing Membrane Interlayer, Type II	20,570	SY	$2.50	$51,425.00
6	404	1-1/2" Asphalt Concrete Surface Course	860	CY	$70.00	$60,200.00
7	407	Tack Coat	2,057	GAL	$1.00	$2,057.00
8	452	Driveway Apron Remove and Replaced	120	SY	$50.00	$6,000.00
9	604	Catch Basin Reconstructed to Grade with Precast Tops	29	EA	$1,200.00	$34,800.00
10	604	Manhole Adjustments	8	EA	$250.00	$2,000.00
11	608	Curb Ramps, including sidewalk	2	EA	$700.00	$1,400.00
12	609	Spot Concrete Curb Remove and Replace	1,600	LF	$22.00	$35,200.00
13	614	Maintenance of Traffic	1	LS	$20,000.00	$20,000.00
14	632	Traffic Loop Detector Replacement	5	EA	$1,000.00	$5,000.00
15	642	Pavement Markings	1	LS	$6,500.00	$6,500.00
16	659	Seeding and Mulching	400	SY	$1.00	$400.00

CDS Associates, Inc.

Date: 9/1/99

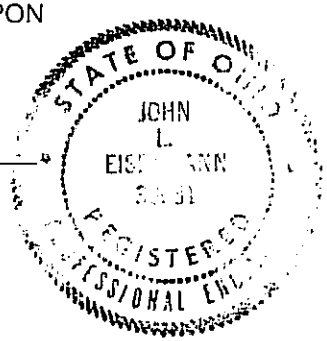
Project: NORTHLAND BOULEVARD REPAIR & RESURFACING
PRELIMINARY OPINION OF CONSTRUCTION COST Project #: 99006-11 SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
17	862	Raised Pavement Markers	200	EA	$35.00	$7,000.00
18	SPL	Crack Seal "Polyfill"	250	GAL	$20.00	$5,000.00
		TOTAL				**$420,937.00**
		CONTINGENCIES AT 10% ±				**$42,063.00**
		TOTAL ESTIMATED CONSTRUCTION COSTS				**$463,000.00**

COMPLETION OF THE WORK, THE USEFUL LIFE OF THE NORTHLAND BOULEVARD IMPROVEMENTS WILL BE 15 YEARS FOR ROADWAY AND 20 YEARS FOR CURB.

SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

John L. Eisenmann, P.E., P.S., #39681



SEP 16 1999

City of Forest Park

September 15, 1999

TO: THE REVIEW COMMITTEE FOR CAPITAL IMPROVEMENT PROGRAM FUNDING

RE: Statement of Status of Funds to Support Local Share of State Capital Improvement Program Projects

As part of our application process and on behalf of the City of Forest Park, we hereby submit to you our statement of status of funds. We are utilizing a combination of debt financing, permissive license fees, and general operating funds derived from various sources. Specifically, we certify the availability of:

PROJECT	AMOUNT	SOURCE
Northland Boulevard, Phase 2 Waycross to Sharon	$231,500	Local Operating Funds
	46,300	MRF
Mill Road, South Corp Line to I-275	296,000	Local Operating Funds
	148,000	MRF
Winton and Smiley Intersection Improvements (including Cobblewood Entrance & Signal)	236,000	Local Operating Funds
	18,000	MRF
	100,000	Assessment of Property Owners

As indicated above, we certify that we have funds available to cover the cost of our local share of the project.

Ray H. Hodges, City Manager
Chief Executive Officer

Elaine A. Stookey
Director of Finance

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, this 15th day of September, 1999.

Kathryn L. Lives
Clerk, City of Forest Park, Ohio

1201 WEST KEMPER ROAD / FOREST PARK, OHIO 45240 / (513) 595-5200 / FAX (513) 595-5285

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 6.

(1) Municipality City of Forest Park

(2) Road Name Northland Boulevard

(3) Project Limits West Sharon Road east to Waycross Road

(4) Project Priority (1) 2000

(5) Present Roadway Data:

(a) Pav't. Width 48' total (24' E.B. & W.B.) (b) R/W Width 100' (c) Curb Type Concrete rolled and Type 6

(d) Type Surface Asphalt (e) Type Base Concrete (f) Shldr. Type N/A

(g) Shldr. Width N/A (h) Year Last Resurfaced 1981

(6) Present condition of project area: **List deficiencies and reasons for improvement.**
The concrete base has deteriorated at the joints leaving heaved transverse sections of pavement and a hazardous driving condition. Catch basins need repair and most of the grates are several inches below the surface course, creating an obstacle to drivers.

(7) Project description or statement of work to be done: **Include width and type of new pavement and other project particulars.**
Grind existing asphalt surface down to concrete base. Make partial and/or full depth pavement repair of failed concrete joints and repair curb and catch basins. Raise existing catch basins from concrete grade to new asphalt grade, add curb ramps, resurface with 2.5" 403/404 and use full width SAMI to control reflective joint cracks. Install raised pavement markers and new pavement markings.

(8) Traffic Data: (a) Present Volume 11,740 VPD (b) Date of Count 9-16-98

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$ -0-
(b) Preparation of final plans & estimates, etc.	$ 37,000.00
Construction Cost Estimate	$ 463,000.00
Other Costs (specify)	$ ---
Total Project Cost for which application to MRF is made *	$ 83,300.00

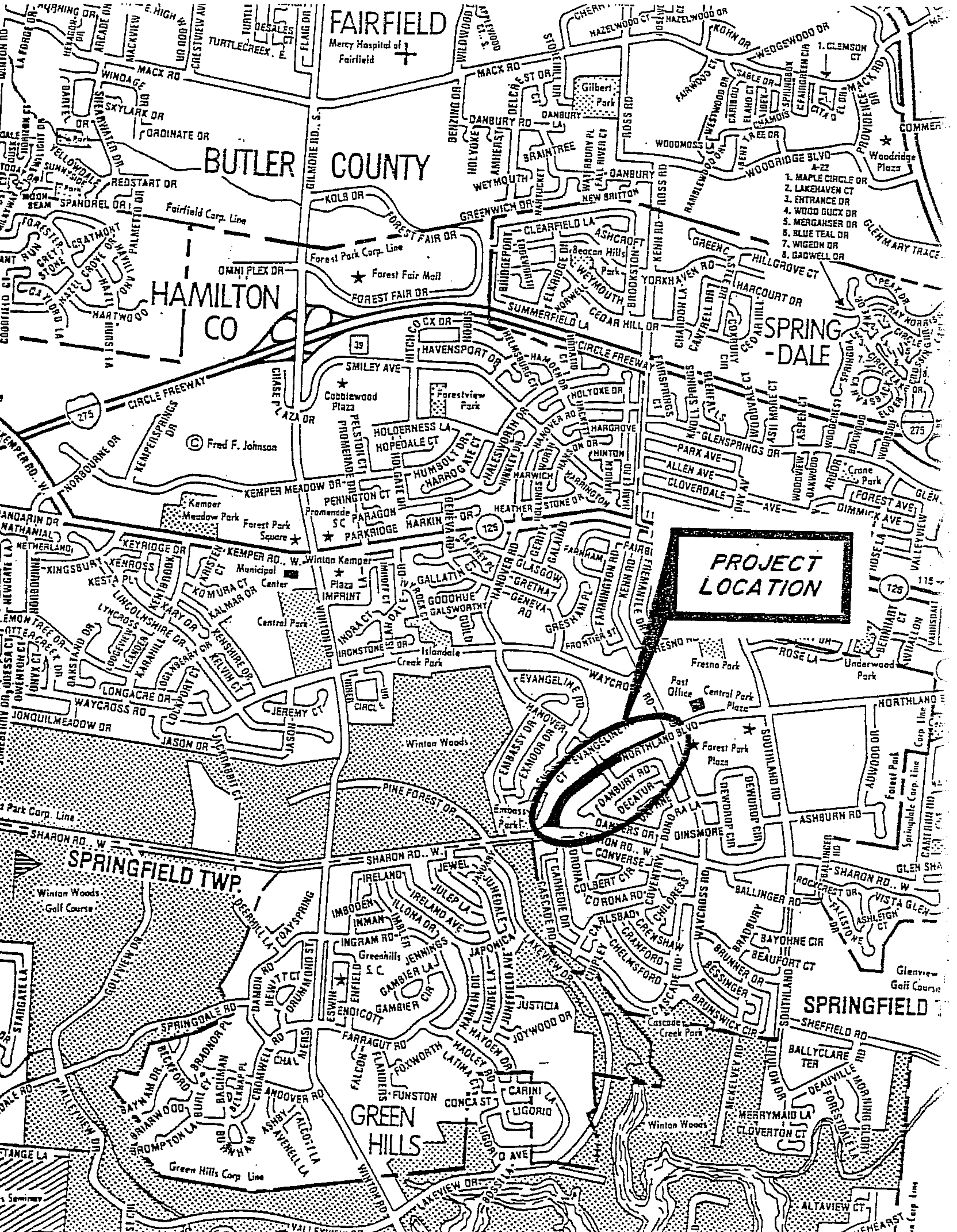
(10) Estimated date construction can be started after approval 5 months

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Undecided

(12) Cost Estimate Prepared By: John L. Eisenmann, P.E., P.S. Date: 8/02/99

(13) Application Prepared By: CDS Associates, Inc. Date: 8/02/99

* **MRF for engineering and 10% local match to SCIP application.**


PROJECT LOCATION
FAIRFIELD
Mercy Hospital of Fairfield
BUTLER COUNTY
HAMILTON CO
SPRING-DALE
SPRINGFIELD TWP.
SPRINGFIELD
GREEN HILLS
CIRCLE FREEWAY
275
Fairfield Corp. Line
Forest Park Corp. Line
Green Hills Corp Line
Forest Fair Mall
Cobblewood Plaza
Forestview Park
Fred F. Johnson
Kemper Meadow Park
Forest Park Square
Winton Kemper Plaza
Municipal Center
Central Park
Islandale Creek Park
Winton Woods
Winton Woods Golf Course
Fresno Park
Post Office
Central Park Plaza
Forest Park Plaza
Underwood Park
Embassy Park
Crane Park
Gilbert Park
Beacon Hills Park
Woodridge Plaza
Greenhills S.C.
Cascade Creek Park
Glenview Golf Course
SHARON RD.. W.
KEMPER RD.. W.
WINTON RD.
NORTHLAND BLVD
WAYCROSS RD
PINE FOREST DR
HAMILTON AVE
MACX RD
KEMPER MEADOW DR
1. MAPLE CIRCLE DR
2. LAKEHAVEN CT
3. ENTRANCE DR
4. WOOD DUCK DR
5. MERGANSER DR
6. BLUE TEAL DR
7. WIGEON DR
8. GADWELL DR

RESOLUTION NO. 51-1999

A RESOLUTION AUTHORIZING THE CITY MANAGER TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT FUNDS

WHEREAS, street/road repairs and stormwater improvements are a priority of the City of Forest Park, and

WHEREAS, the Ohio Revised Code has allowed for the issuance of State Capital Improvement funds for 2000, and

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Capital Improvement funds and LTIP funds from the Ohio Public Works Commission (OPWC), and

WHEREAS, the City of Forest Park will apply for funding under the State Capital Improvement as part of District #2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, Be It Resolved by the Council of the City of Forest Park, Ohio.

SECTION 1.

That the Council of the City of Forest Park does hereby endorse and support the application for State Capital Improvement funds for infrastructure repairs and improvements as follows:

1. Northland Boulevard
2. Winton and Smiley Roads
3. Mill Road

SECTION 2.

That the City Manager is hereby authorized and directed to file an application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works Commission funding under **State Capital Improvement** for 2000, and if awarded to implement said **program**.

SECTION 3.

That the City of Forest Park hereby requests the District Public Works Integrating Committee (DPWIC) and the Ohio Public Works Commission (OPWC) to consider and fund this application.

SECTION 4.

This resolution shall be in full force and take effect upon its passage.

Passed this 19th day of July, 1999.

Wayne E. Coates, MAYOR /s/

Kathyrn L. Lives, CLERK OF COUNCIL /s/

APPROVED AS TO FORM:

John R. Wykoff, LAW DIRECTOR /s/

CERTIFICATE

I, KATHRYN L. LIVES, CLERK OF COUNCIL OF THE CITY OF FOREST PARK, OHIO, HEREBY CERTIFY THAT THE FOREGOING IS A TRUE, EXACT AND COMPLETE COPY OF RESOLUTION NO. 57-1999 ADOPTED BY THE COUNCIL OF SAID CITY ON THE 19th DAY OF July, 19 99, AND THAT THE SAME IS IN FULL FORCE AND EFFECT AND HAS NOT BEEN REPEALED OR AMENDED.

Kathryn L. Lives
CLERK OF COUNCIL 8-20-99

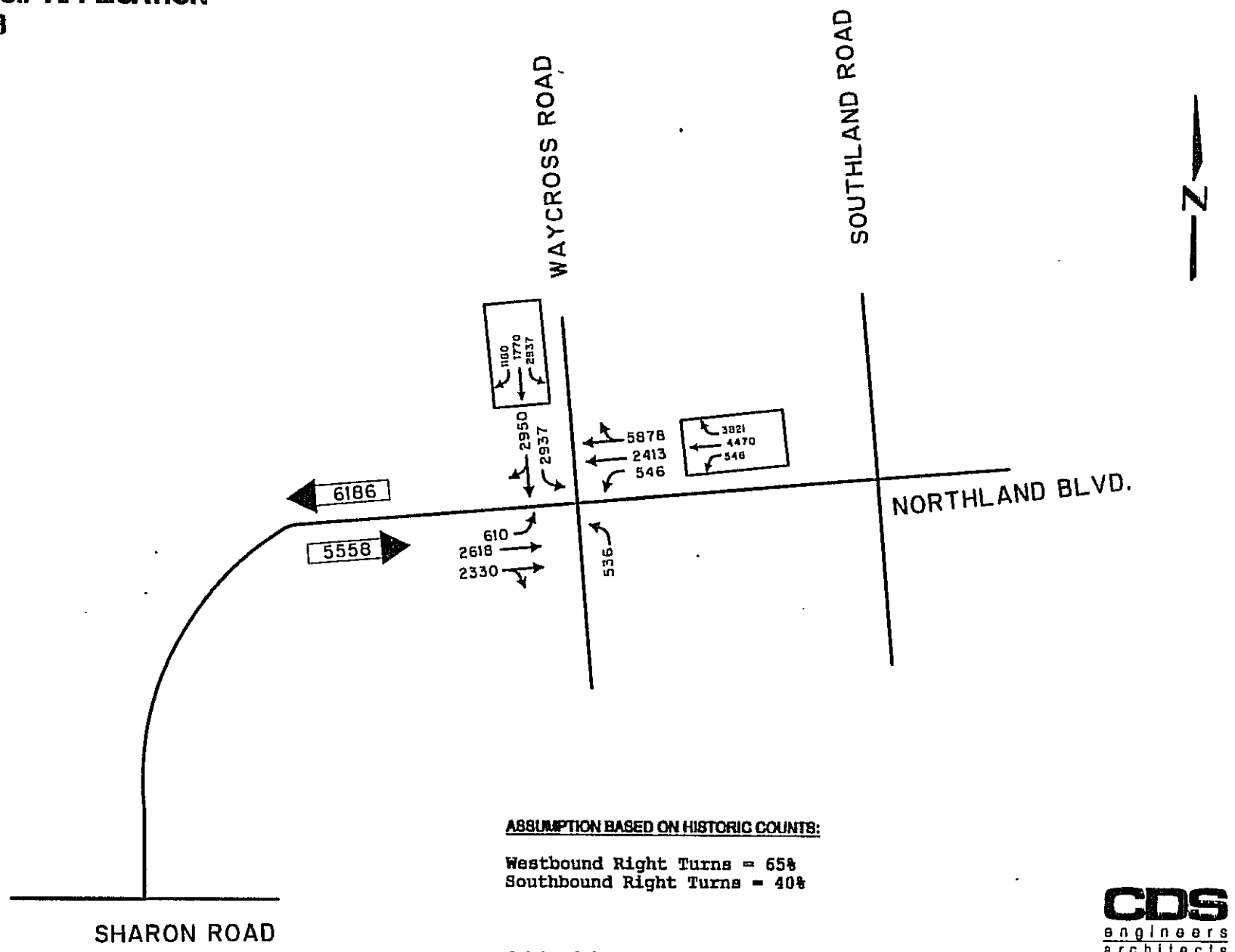
TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by a count recorded from the Closed Loop System at the location and date noted on the traffic count printout.

John L. Eisenmann 15 Sept 99

John L. Eisenmann, P.E., P.S. Date
City Engineer

CITY OF FOREST PARK
1998 SCIP APPLICATION
9/18/98



ASSUMPTION BASED ON HISTORIC COUNTS:

Westbound Right Turns = 65%
Southbound Right Turns = 40%

24-hr COUNT TAKEN FROM CLOSED-LOOP SYSTEM ON NORTHLAND BLVD. ON 9/18/98

CDS
engineers
architects
planners
surveyors

RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 20 temporary construction jobs will be created as a result of this project.

B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

ORDINANCE NO. 31-1987

AN ORDINANCE ADOPTING AN ADDITIONAL $5.00 PERMISSIVE MOTOR VEHICLE LICENSE FEE TO BE USED FOR STREET MAINTENANCE

WHEREAS, The Ohio General Assembly has passed House Bill 419 which provides municipalities authority to impose an additional permissive license tag fee of $5.00, and,

WHEREAS, Ohio Revised Code 4504.172 and 4504.06 are the related ORC guideline, and,

WHEREAS, It is a high priority item for the City of Forest Park to effectively and equitably maintain and repair municipal roadways in order to insure the health, safety, and welfare of citizens, and,

WHEREAS, Funding from this permissive tax will be restricted to a road/highway users revenue fund.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Forest Park, Ohio:

SECTION 1

There is hereby levied an annual license tax upon the operation of motor vehicles on the public roads or highways pursuant to Section 4504.172, Ohio Revised Code, for the purpose of paying the costs and expenses of enforcing and administering the tax provided for in this section; and to provide additional revenue for the purposes set forth in Section 4504.06, Ohio Revised Code; and to supplement revenue already available for such purposes.

Such tax shall be at the rate of Five Dollars ($5.00) per motor vehicle on each and every motor vehicle the district of registration of which, as defined in Section 4503.10 of the Ohio Revised Code, is in the City of Forest Park, Ohio.

As used in this ordinance, the term "motor vehicle" means any and all vehicles included within the definition of motor vehicle in Sections 4501.01 and 4505.01 of the Ohio Revised Code.

SECTION 2

The tax imposed by this ordinance shall apply to and be in effect for the registration year commencing January 1, 1988 and shall continue in effect and application during each registration year thereafter.

SECTION 3

The tax imposed by this ordinance shall be paid to the Registrar of Motor Vehicles of the State of Ohio or to a Deputy Registrar at the time application for registration of a motor vehicle is made as provided in Section 4503.10 of the Ohio Revised Code.

SECTION 4

That it is the intent of Council that funds received from this additional permissive motor vehicle license tag fee be used to support and deliver the following services:

1. paying the costs and expenses of enforcing and administering the tax

2. to supplement revenue already available under earlier permissive motor vehicle license taxes

3. planning, constructing, improving, maintaining, and repairing public roads, highways, and streets; maintaining and repairing bridges and viaducts; paying the municipal corporation's portion of the costs and expenses of cooperating with the department of transportation in the planning, improvement, and construction of state highways; paying the municipal corporation's portion of the compensation, damages, cost, and expenses of planning, constructing, reconstructing, improving, maintaining, and repairing roads and streets; paying any costs apportioned to the municipal corporation under section 4907.47 of the Ohio Revised Code; paying debt service charges on notes or bonds of the municipal corporation issued for such purposes; purchasing, erecting, and maintaining street and traffic signs and markers; purchasing, erecting and maintaining traffic lights and signals;

SECTION 5

This ordinance shall be in full force and effect from and after the earliest date allowed by law.

Passed this 17th day of August, 1987, by a vote of at least a majority of all members of the Council of the City of Forest Park, Ohio.

Mayor

Kathryn L. Lives
Clerk of Council

APPROVED AS TO FORM:

David P. Kamp
Law Director for John Wykoff

CERTIFICATE

I, KATHRYN L. LIVES, CLERK OF COUNCIL OF THE CITY OF FOREST PARK, OHIO, HEREBY CERTIFY THAT THE FOREGOING IS A TRUE, EXACT AND COMPLETE COPY OF ORDINANCE NO. 31-1987 ADOPTED BY THE COUNCIL OF SAID CITY, ON THE 17th DAY OF AUGUST, 1987, AND THAT THE SAME IS IN FULL FORCE AND EFFECT AND HAS NOT BEEN REPEALED OR AMENDED.

Kathryn L. Lives
CLERK OF COUNCIL

8-20-99

RESOURCE
INTERNATIONAL
ENGINEERING CONSULTANTS

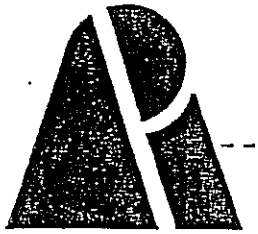
PAVEMENT MAINTENANCE EVALUATION STUDY

Prepared for:
City of Forest Park
Public Works Department
1970 Waycross Road
Forest Park, OH 45240

Prepared By:
Resource International, Inc.
281 Enterprise Drive
Westerville, OH 43081

RI # 94-0003

May, 1994



WORLDWIDE PROFESSIONAL SERVICES ORGANIZATION

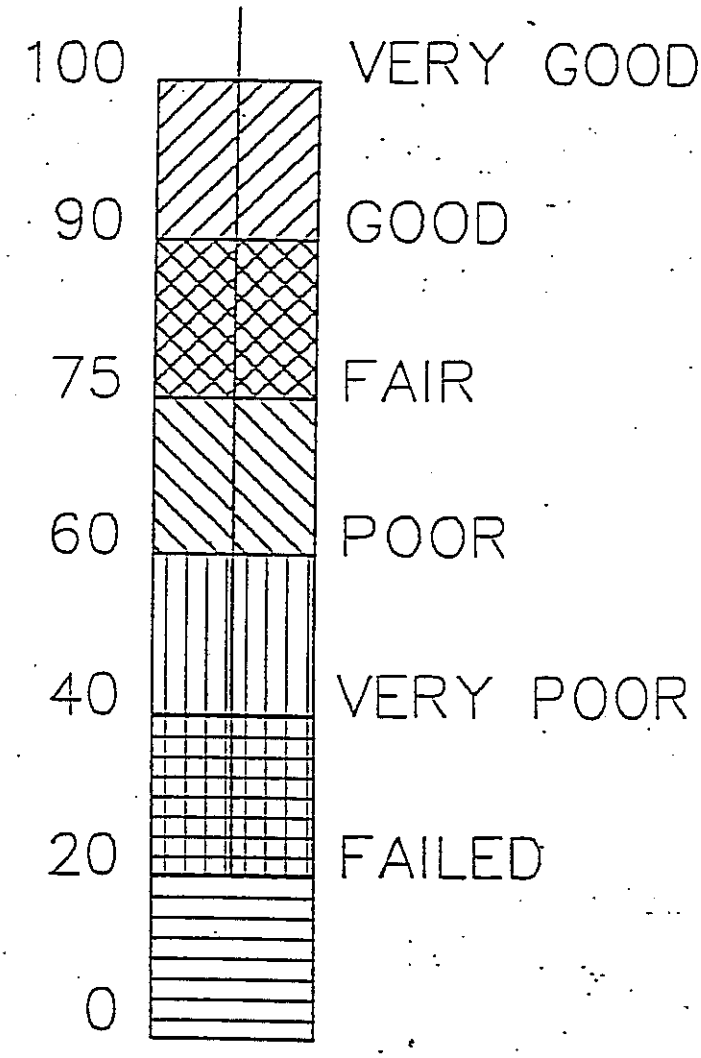


FIGURE 6: Pavement Condition Rating Scale

TABLE 5

MAJOR ROAD SEGMENTS WITH 75<PCR<90

STREET NAME	BEGIN	END	LENGTH(miles)	PCR
MILL RD	MANDARIN CT	NAPOLEON LN	0.22	76
MILL RD	WEST SHARON RD	TWP LIMIT	0.36	79
MILL RD	BRIDGE	MANDARIN CT	0.19	80
W KEMPER RD	MILL RD	SOUTH .25	0.25	80
MILL RD	NAPOLEON LN	LEMONTREE DR	0.19	81
NORTHLAND RD	HANOVER RD	WAYCROSS RD	0.27	81
NORTHLAND RD	WEST SHARON RD	HANOVER RD	0.28	81
WAYCROSS RD	QUAILRIDGE CT	HAMILTON PIKE	0.34	81
SOUTHLAND RD	NORTHLAND RD	WEST SHARON RD	0.52	82
MILL RD	LEMONTREE DR	WAYCROSS RD	0.23	82
NORTHLAND RD	SOUTHLAND RD	CITY LIMIT	0.53	82
NORTHLAND RD	WAYCROSS RD	SOUTHLAND RD	0.35	83
MILL RD	W KEMPER RD	BRIDGE	0.08	83
WAYCROSS RD	KENN RD	GENEVA RD	0.33	84
WEST SHARON RD	EMBASSY DR	WEST .2	0.20	84
WAYCROSS RD	WEST SHARON RD	DONORA LN	0.19	85
WAYCROSS RD	DONORA LN	NORTHLAND RD	0.24	85
WAYCROSS RD	GENEVA RD	HANOVER RD	0.20	85
KENN RD	FRESNO RD	W KEMPER RD	0.44	86
KENN RD	WAYCROSS RD	FRESNO RD	0.10	88
W KEMPER RD	WINTON RD	PROMENADE DR	0.15	88
W KEMPER RD	SOUTH 1.0	WINTON RD	0.28	88
WEST SHARON RD	WEST .4	WINTON RD	0.28	88
WEST SHARON RD	WEST .2	WEST .4	0.20	88
KEMPER MEADOW	WINTON RD	HOLGATE DR	0.27	89

PAVEMENT CONDITION RATINGS AS OF MAY 1994

Street Name	Segment Number	Begin	End	Number Lanes	Length (mi.)	PVT Width(ft)	R.O.W. Width(ft)	Funct. Class	Route Type	Pavement Type	Estim. ADT	Surface Type	Surface Thick	Base Type	Base Thick	Subbase Type	Soil Type	Curb Lt.	Curb Rt.	Shoulde Lt.	Shoulde Rt
NORTHLAND RD	147	WEST SHARON LN	HANOVER RD	4	0.28	50.0	96.0	1	1	2	12000	2	2.00	3	9.00	0		2	2	0	0
NORTHLAND RD	148	HANOVER RD	WAYCROSS RD	4	0.27	50.0	96.0	1	1	2	12000	2	2.00	3	9.00	0		2	2	0	0
NORTHLAND RD	149	WAYCROSS RD	SOUTHLAND RD	4	0.35	50.0	96.0	1	1	2	12000	2	2.00	3	9.00	0		2	2	0	0
NORTHLAND RD	150	SOUTHLAND RD	CITY LIMIT	4	0.53	50.0	96.0	1	1	2	12000	2	2.00	3	9.00	0		2	2	0	0
OAKSTAND DR	151	CULDESAC	WEST CULDESAC	2	0.23	28.0	50.0	4	2	1	1000	2	7.00	2	7.50	0		2	2	0	0
ODESSA CT	152	OTTERCREEK DR	CULDESAC	2	0.09	28.0	50.0	4	2	1	500	2	7.00	2	7.50	0		2	2	0	0
OMNIPLEX DR	271	WINTON RD	DEAD END	5	0.19	50.0	96.0	4	2	1	300	2	1.25	2	8.00	0		2	2	0	0
ONYX CT	153	OTTERCREEK DR	CULDESAC	2	0.07	28.0	50.0	4	2	1	300	2	7.00	2	7.50	0		2	2	0	0
OTTERCREEK DR	154	OXFORDSHIRE LN	WAYCROSS RD	2	0.36	28.0	50.0	4	2	1	1000	2	7.00	2	7.50	0		2	2	0	0
OWENTON CT	155	OTTERCREEK DR	CULDESAC	2	0.10	28.0	50.0	4	2	1	500	2	7.00	2	7.50	0		2	2	0	0
OXFORDSHIRE LN	156	SOUTH CULDESAC	NORTH CULDESAC		0.27	28.0	50.0	4	2	1	1000	2	7.00	2	7.50	0		2	2	0	0
PARAGON CT	157	PROMENADE DR	CULDESAC	2	0.04	28.0	50.0	4	2	1	300	2	7.00	2	7.50	0		2	2	0	0
PARKRIDGE CT	158	PROMENADE DR	CULDESAC	2	0.04	28.0	50.0	4	2	1	300	2	7.00	2	7.50	0		2	2	0	0
PELLSTON CT	272	KEMPER MEADOWS	CULDESAC	2	0.00	30.0	60.0	4	2	1	0	2	3.00	2	9.00	0		2	2	0	0
PENINGTON CT	159	PROMENADE DR	CULDESAC	2	0.04	28.0	50.0	4	2	1	300	2	7.00	2	7.50	0		2	2	0	0
PROMENADE DR	160	W KEMPER RD	CULDESAC	3	0.23	36.0	60.0	4	2	1	1000	2	7.00	2	7.50	0		2	2	0	0

Functional Class	Pavement Type	Route Type	Curb Type	Shoulder Type	Surface Type	Base Type	Subbase
1-Major Arterial	1-Flexible	1-Truck	0-None	0-None	1-Asphaltic Concrete	0-None	0-None 3-Cement
2-Minor Arterial	2-Composite	2-Car Only	1-Curb Only	1-Aggregate	2-Cement Concrete	1-Aggregate	1-Aggregate 4-Stabilized
3-Collector	3-Rigid	3-Bus	2-Curb & Gutter	2-Paved		2-Asphalt	2-Asphalt
4-Local		4-Truck & Bus		3-Recycled AC		3-Cement	

Street Name	Segment #	Begin	End	Action	Year	CIP	Project #	Comment
MILL RD	135	NAPOLEON LN	LEMONTREE DR	8	79			
MILL RD	136	LEMONTREE DR	WAYCROSS RD	8	79			
MILL RD	137	WAYCROSS RD	WEST SHARON RD	8	79			
MILL RD	138	WEST SHARON RD	TWP LIMIT	8	79			
MORROCO CT	320	MANDARIN CT	CULDESAC	5	91			
				8	72			
MOUNTHOLY CT	322	MANDARIN CT	CULDESAC	4	79			
				5	91			
				8	70			
NAPOLEON LN	141	MILL RD	NEWGATE LN	8	75			
NATHANIAL DR	142	WEST CULDESAC	EAST CULDESAC	8	74			
NETHERLAND CT	143	NORBOURNE DR	CULDESAC	8	74			
NEWGATE LN	269	LEMONTREE DR	CULDESAC	8	91			
NEWHOPE DR	144	NAPOLEON LN	CULDESAC	8	75			
NORBOURNE DR	145	LEMONTREE DR	MANDARIN DR	8	74			
NORBOURNE DR	299	MANDARIN DR	KEMPER MEADOW DR	8	87			
NORTHLAND RD	147	WEST SHARON RD	HANOVER RD	5	81			
NORTHLAND RD	148	HANOVER RD	WAYCROSS RD	5	81			
NORTHLAND RD	149	WAYCROSS RD	SOUTHLAND RD	5	82			
NORTHLAND RD	150	SOUTHLAND RD	CITY LIMIT	5	82			

Functional Class
1-Major Arterial
2-Minor Arterial
3-Collector
4-Local

Pavement Type
1-Flexible
2-Composite
3-Rigid

Maintenance/Rehabilitation Action
1-Routine Maint.
2-Crack Sealing
3-Surface Treatm
4-Slurry Seal
5-Routine Overlay
6-Designed Overlay
7-Reconstruction
8-New
9-Rehumac

ASPHALT PAVEMENT RATING FORM

STREET OR ROUTE NORTHLAND BOULEVARD CITY OR COUNTY CITY OF FOREST PARK

LENGTH OF PROJECT .55 MILES WIDTH 24' EASTBOUND AND WESTBOUND

PAVEMENT TYPE CONCRETE BASE / ASPHALT SURFACE DATE SEPTEMBER 2, 1997

(Note: A rating of "0" indicates defect does not occur)

DEFECTS		*RATING*
Transverse Cracks	0-5	3
Longitudinal Cracks	0-5	5
Alligator Cracks	0-10	5
Shrinkage Cracks	0-5	2
Rutting (at intersections)	0-10	4
Corrugations	0-5	1
Raveling	0-5	1
Shoving or Pushing (at edge of pavements and intersections)	0-10	6
Pot Holes (patched)	0-10	8
Excess Asphalt	0-10	5
Polished Aggregate	0-5	1
Deficient Drainage	0-10	9
Overall Riding Quality (0 is excellent; 10 is very poor)	0-10	9
	Sum of Defects	59

Condition Rating = 100 - Sum of Defects

= 100 - 59

Condition Rating =

41 **(See Pavement Condition Ratings - next page)**

J:OPWC:NORTHLN8

A Guide for the Estimation of Pavement Condition Rating and Priority for Flexible Pavements*

0-20	Pavement is in poor to very poor condition with extensive severe cracking, alligatoring and channeling. Ridability is poor and the surface is very rough and uneven.
20-30	Pavement is in poor condition with moderate alligatoring and extensive severe cracking and channeling. Ridability is poor and the surface is very rough and uneven.
30-40	Pavement is in poor to fair condition with frequent moderate alligatoring and extensive moderate cracking and channeling. Ridability is poor to fair and surface is moderately rough and uneven.
40-50	Pavement is in poor to fair condition with frequent moderate cracking and channeling, and intermittent moderate alligatoring. Ridability is poor to fair and surface is moderately rough and uneven.
50-65	Pavement is in fair condition with intermittent moderate and frequent slight cracking, and with intermittent slight or moderate alligatoring and channeling. Ridability is fair and surface is slightly rough and uneven.
65-80	Pavement is in fairly good condition with frequent slight cracking, slight or very slight channeling and a few areas of slight alligatoring. Ridability is fairly good with intermittent rough and uneven sections.
80-100	Pavement is in good condition with frequent very slight or slight cracking. Ridability is good with a few slightly rough and uneven sections.
90-100	Pavement is in excellent condition with few cracks. Ridability is excellent with few areas of slight distortion.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor **	X
Fair	_____	Good	_____

** **Pavement condition has declined from fair in May 1994 Pavement Maintenance evaluation Study (enclosed), to a poor to fair condition in 1998 due to condition of pavement from heaved joints and poor drainage conditions. (See enclosed updated evaluation)**

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The concrete base has deteriorated at the joints leaving heaved transverse sections of pavement and a hazardous driving condition. The heaved joints cause water ponding and prevent proper storm water run-off. The catch basin grates are several inches below the surface course, creating an obstacle along the curb line to drivers. The proposed work will improve the traffic flow and enhance safety, as motorists drive between West Sharon Road and Waycross Road, and continue to S.R. 4 in Springdale.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks (months) (Circle one)

Are preliminary plans or engineering completed? Yes (No)

Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired? * Yes No (N/A)

* Please answer the following if applicable:

No. of parcels needed for project: 0 of these, how many are Takes 0, Temporary 0, Permanent 0.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

5-1/2 weeks (months)

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

A. Motorist travel Northland Boulevard from Forest Park to Springdale for work, shopping, access to I-275 and commercial deliveries and will substantially benefit from the improved safer driving surface. Therefore, this project will have a substantial impact on the user's welfare.

B. This project is very important to the safety and welfare of the citizens of the service area. Safety will be substantially increased by grinding down and /or replacing the heaved transverse joint sections and raising the catch basins grates to match the pavement elevation along the curb. This should help prevent accidents and promote safer conditions for all vehicular traffic. Bus access and emergency response time should also be enhanced.

C. The existing condition of the roadway surface creates difficulties in snow removal efforts and also reduces the speed that emergency vehicles may safely and comfortably maneuver.

4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ _____% ODOT _____ _____% Local ___X___ __50%__%

MRF ___X____ __10% OWDA _____ _____% CDBG _____ _____%

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban___X_____

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 11,744 x 1.20 = 14,093 users / day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The infrastructure on this project has a major regional impact. Northland Boulevard is a major arterial roadway that serves commuter and commercial traffic between Forest Park and Springdale (Springdale businesses, Tri-County Mall and I-275 via S.R. 4).

9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

No impact

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

$5.00 Permissive Motor Vehicle License Fee

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: **CITY OF FOREST PARK**

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

Priority	Name of Project (as listed on the application)
1	**NORTHLAND BOULEVARD REPAIR AND RESURFACING**
2	**WINTON ROAD AND SMILEY AVENUE INTERSECTION IMPROVEMENTS**
3	**MILL ROAD REPAIR AND IMPROVEMENTS**
4	
5	

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: FOREST PARK

NAME OF PROJECT: NORTHLAND BLVD.

SCIP	LTIP
FIELD SCORE: 351	FIELD SCORE: 171
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

SCIP 20 X 5 = 100
LTIP 20 X 1 = 20

2) How important is the project to the ***safety*** of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0
LTIP 0 X 4 = 0

3) How important is the project to the ***health*** of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0
LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75
LTIP 25 X 1 = 25

5) Will the completed project generate user fees or assessments?

10 – No
0 - Yes

SCIP 10 X 5 = 50
LTIP 10 X 0 = 10

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 0 X 0 = 0
LTIP 0 X 4 = 0

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

SCIP 10 X 5 = 50
LTIP 10 X 1 = 10

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

SCIP 2 X 2 = 4
LTIP 2 X 5 = 10

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 2 X 0 = 0
LTIP 2 X 10 = 20

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 6 X 0 = 0

LTIP 6 X 1 = 6

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 8 X 2 = 16

LTIP 8 X 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

SCIP 0 X 2 = 0

LTIP 0 X 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

SCIP 8 X 2 = 16

LTIP 8 X 5 = 40

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

SCIP 3 x 5 = 15

LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.